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REPORT NO.

CD NO.

COUNTRY China

DATE DISTR. 29 August 1952

SUBJECT Chinese Communist Awards to Soviet
Railway Technicians

NO. OF PAGES 2

DATE OF INFO.

NO. OF ENCLS.
(LISTED BELOW)PLACE
ACQUIRED

SUPPLEMENT TO
REPORT NO.

25X1

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SOURCE

1. The Ministry of Railways held a meeting on 14 July 1952 to celebrate the opening of the Chengtu-Chungking Railway and to present awards to Soviet experts who participated in the construction of the railway. The ceremony was opened with an address by T'ENG Tai-yuan, Minister of Railways, who stressed that the railway could never have been completed without the superb contribution of Soviet experts and the liberal application of advanced techniques developed by the USSR. T'ENG enumerated their contributions and awarded certificates to:
 - a. Cha-hung-ta-yeh-fu (2839/1491/6671/5102/1133), a road-bed expert, who recommended the "method of filling and tamping earth by layers" (for ta'eng t'ien t'ia ta hang fa 0432/1461/1050/0960/2092/2137/3127) which made the road-bed solid and facilitated the rapid laying of rails. This made it possible to complete the rail construction ahead of schedule.
 - b. Hsi-lin (6007/2651), a bridge expert, who suggested the use of local stone to build traditional Chinese stone-arch bridges; this saved large quantities of steel and cement. He also recommended the construction of an "anti-inundation layer" in tunnels to insure the movement of trains during periods of heavy rainfalls.
 - c. Chi-ho-no-fu (0679/6378/6179/1133), a bridge expert, who suggested the method of "building bridge framework by pulling" (t'o pa chia chiao fa) (2151/2665/2890/3127), i.e. by using cables and pulleys to pull bridge frames into position. This made bridge building easier, safer and more rapid. By using this method, the big bridge over the T'o River was completed two months ahead of schedule.

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- d. Ma-ch'ia-no-fu (7456/0595/6179/1133), a steel-rolling expert, who personally participated in the 101 Steel Works at Chungking. He introduced new Soviet rail designs which made possible the reduction of steel rails from 42 to 38 kilograms per meter. This not only economized on the use of steel but also made traffic safer and faster.
- e. Cha-te-lo-jih-no (2089/1779/5012/2480/6179), a transportation expert, Ma-te-lieh-chin (7456/1779/0441/6855), an engine expert, and Cha-te-la-fu-chin (3257/1779/2139/1133/6855), an engineering expert. These three introduced advance Soviet experience in transportation, engines, and engineering, which made possible the proper organization of traffic before the railway was actually opened.

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